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On 8 September, the head of the Volga Okrug ordered the systems to increase the locomotive park in a majority of the depots.

On the systems of the Donets Okrug, locomotive utilization during the first 10 days of September was even worse than in August.

#### CONDENSED SCHEDULE EXPLAINED -- Gudok, No 106, 4 Sep 49

To improve locomotive utilization on the Moscow-Kursk Railroad System, the condensed schedule for locomotive turnaround, organized on the basis of progressive norms, has been introduced in all depots of the system. The schedule is set up to permit the greatest number of locomotives to operate according to rigid norms. Long runs of some locomotives are not allowed to hinder the operations of the others.

Practice has shown that on heavily travelled sections it is unprofitable to set up a single schedule for the whole basic fleet of locomotives, since the failure of one locomotive to meet the schedule causes all the rest to lag. Therefore, group schedules were set up, dividing locomotives into two or three groups, which permitted a reduction of layovers in base depots and turnaround points and let the groups operate independently of each other.

The average daily runs achieved by each of the groups are not equal. The more experienced locomotive engineers are assigned to the schedule calling for the longer daily runs, and the less skilled engineers are put on different schedules.

Locomotive operation on the condensed schedule may be illustrated by the example of one station. Seven locomotives were put on the condensed schedule. The existing locomotive turnaround time was compared with that established by the summer schedule and reviewed with the aim of finding ways to reduce it.

Each locomotive saved time in the following way: An increase of the average speed excluding stops saved 1 hour 14 minutes. This increase was accomplished by improved handling of the train and by eliminating any defects in the track which might limit speed. Reducing the time spent in station stops saved 40 minutes. The summer schedule provided for 30-minute stops for operational reasons. Shortening of the time spent in the base depot saved 55 minutes. This was achieved through introduction of round-trip operation and reduction of the time spent in the base depot for servicing the locomotives. Reduction of the time spent in turnaround points saved 4 hours 48 minutes. Formerly, the low average speed including stops and the slow servicing of locomotives prevented the locomotive crews from working without resting in the turnaround points. Organization of the new schedule eliminated the need for the crews to rest at the turnaround points.

At the beginning of 1949, only two locomotives on the system were achieving average daily runs of 500 kilometers or more. At present there are 114 engineers achieving this figure. Locomotive utilization on the system as a whole has improved sharply. During all of 1948 and the first part of 1949 the system failed systematically to complete its assignment for average daily distance travelled for locomotives. Beginning with March, the system has consistently exceeded its assignments in this respect. In August, average daily distance travelled per locomotive was 66.6 kilometers more than the February figure. In comparison with the like months of 1948, average daily distance travelled was 51.5 kilometers greater in May 1949, 47.9 kilometers greater in June, 55.8 kilometers greater in July, and 68.5 kilometers greater in August. In the Tula and Orel depots 20 locomotives have been declared surplus and put into reserve, which represents a saving of 250,000 rubles per month. In comparison with January 1949, the quantity of freight hauled by each locomotive for the road as a whole was 17 percent greater in June. In comparison with January, the nominal weight (quotient of the gross weight of the train in ton-kilometers divided by locomotive kilometers) of trains on the system as a whole was 40 tons greater in June. During 7 months of 1949, 23,000 tons of coal were saved by the system as a whole.

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Some persons think that increasing the number of locomotives working on the condensed schedule has a damaging effect on the achievements of the leading locomotive engineers. Certainly, the transfer of a great number of locomotives to the condensed schedule somewhat lowers the average daily runs of those locomotives which were the first to operate according to the new norms. However, practice has shown that the average daily runs of all locomotives become greater as additional machines are transferred to the condensed schedule. Therefore, it is necessary in all the depots to transfer to the condensed schedule as large a number of locomotives as possible.

More intensive utilization of the locomotives requires higher quality locomotive repair and operation.

#### PECHORA RR SYSTEM IMPROVES LOCOMOTIVE OPERATIONS -- Gudok, No 108, 9 Sep 49

Utilization of locomotives on the Pechora Railroad System has improved considerably. During July, 125 locomotive crews exceeded the norm for locomotive runs; the number increased to 198 in August, and in September the average norm for locomotive utilization is being exceeded for the system as a whole. The locomotive park has been reduced by 24 locomotives.

Gudok, No 111, 16 Sep 49

Iosser station on the Pechora Railroad System serves as a turnaround point for the Izhma and Knyazhiy Pogost sections. Engineers on these sections try to operate on a round-trip schedule in order to improve locomotive utilization. To accelerate locomotive servicing, the station has assembled a special device for unloading cars and loading tenders (the station does not have a hopper-type loading station), a large lubricants reservoir, and improve sand-loading facilities.

#### LOCOMOTIVE PERFORMANCE ABOVE NORM -- Leningradskaya Pravda, No 189, 12 Aug 49

Locomotives operating out of the Leningrad-Marshalling-Moskovskiy Depot of the October Railroad System are now making average daily runs of 311.1 kilometers as against the norm of 287. Average speed excluding stops has been increased by almost 4 kilometers per hour.

#### ELECTRIC LOCOMOTIVE RUNS 900 KILOMETERS IN DAY -- Moskovskiy Bol'shevik, No 189, 12 Aug 49

A Series VL-19 electric locomotive operating out of the Moscow Depot of the Yaroslavl' Railroad System recently achieved a daily run of 900 kilometers while operating on the Losinoostrovskaya-Aleksandrov section. Average daily distance travelled by electric locomotives of the Moscow Depot is usually 520 - 530 kilometers.

#### ORENBURG SYSTEM LOCOMOTIVE TURNAROUND LAGS -- Gudok, No 110, 14 Sep 49

For a long time the Orenburg Railroad System has not been meeting its assignments for locomotive turnaround. Average daily distance travelled is 80 kilometers below the norm. In June, July and August, no locomotive engineer achieved average daily runs of 500 kilometers, and the number of engineers completing the norm for distance travelled 140 percent dropped from 30 in July to 8 in August. In July the locomotive park was 54 percent above the norm and in August it exceeded the requirement by 30 percent.

The main reasons for this poor utilization of locomotives are poor organization of the work of the divisions and stations. On the Kazalinsk division, almost all locomotives, including those designated for operation on a round-trip

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schedule, are delayed 3 - 4 hours because of unprepared trains. Many trains are dispatched not fully loaded. To hide these inefficiencies, the Izalinsk depot keeps five unnecessary locomotives.

Chicanery between the divisions causes delays at junction stations, which refuse to accept trains. In April such delays amounted to about 4,900, in May almost 5,300, and in July, 5,540. Locomotive utilization on the Orsk division is poor. A Series Ov locomotive is used to carry food and milk from the station of Orsk to workers in the tank-car-steaming point in the station of Nikel'.

During one month, idleness of locomotives totaled 42,530 hours at a cost of 1,277,000 rubles. The uneconomical increase in the locomotive park necessitates an increase in the program of washing repairs, which interferes with the normal program. Many depots lack a sufficient number of locomotive engineers, which interferes with the normal work program and the recreation of the crews. Fuel is wasted and water supply is sporadic. The Orsk Depot is not preparing for winter. Delay of locomotives in washing repairs is above the norm and the quality of repair is poor. In the Aktyubinsk Depot, only two crews are assigned to each locomotive instead of the usual three.

Ministry of Transportation Order No 170, dated in April, requires that the heads of the railroad divisions, every 5 days, and the heads of the railroad systems and okrugs, once a month, report on the utilization of the locomotive park and the measures taken to improve it. Neither the heads of the divisions nor the head of the Orenburg System are carrying out this order.

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